

## ORDINANCE AMENDMENT REVIEW SHEET

C2  
1

**Amendment:** C20-2011-023 Bicycle Parking

**Description:** Amend various sections of City Code Title 25 (Land Development) to clarify definitions and regulations related to bicycle and motor vehicle parking requirements, calculations and reductions; and establishing a bicycle parking fund.

**Proposed Language:** See attached draft language.

**Staff Recommendation:** Staff recommends this amendment.

**Background:** Initiated by Planning Commission on September 27, 2011

After significant review consistent with the bicycle parking recommendations made by the 2007 Street Smarts Task Force, the Bicycle Master Plan, and the Bicycle Advisory Council, the Bicycle Program staff identified ten potential amendments to the City Code. These amendments facilitate the creation of convenient and safe places for people to park their bicycles, as well as provide incentives for redevelopment to provide safe and secure bicycle parking and shower facilities. Finally, the amendments include the creation of a "Bicycle Parking Fund" to be used when bicycle parking is required, but for some reason cannot be provided.

### **Board and Commission Actions**

**Planning Commission Subcommittee on Codes and Ordinances** – Voted to recommend most proposed changes to full Planning Commission on December 18, 2012. Vote: 5-0.

Voted on February 19, 2013 to have staff continue to work on the following items and return to the March 19, 2013 subcommittee meeting: 1. Fee structure for opting out of automobile parking; 2. Cumulative effects of all available options for reducing parking; 3. A different cap for the extent to which automobile parking can be reduced. Vote: 6-0.

Voted to recommend the item to full Planning Commission, with staff-proposed changes to parking incentives and reductions. Vote: 5-0.

**Planning Commission** – A public hearing at Planning Commission has been set for April 9, 2013.

### **Council Action**

**City Council** – A public hearing at City Council has been set for May 9, 2013.

**Ordinance Number:** NA

**City Staff:** Annick Beaudet    **Phone:** 974-6505    **Email:** annick.beaudet@austintexas.gov



C2/2

## MEMORANDUM

**TO:** Planning Commission  
**FROM:** Annick Beaudet, Neighborhood Connectivity Division (NCD), PWD  
**DATE:** April 1, 2013  
**SUBJECT:** City Code (LDC) Amendments related to Bicycle Parking  
**CC:** Michael Curtis, NCD  
Eric Dusza, NCD  
Keri Juarez, PWD  
Howard Lazarus, PWD

In September 2011 the Planning Commission directed staff to initiate a code amendment related to bicycle parking requirements. After significant review consistent with the bicycle parking recommendations made by the 2007 Street Smarts Task Force, the Bicycle Master Plan, and the Bicycle Advisory Council, the Bicycle Program staff identified ten potential amendments to the LDC. The proposed staff recommendation is coordinated with the ongoing proposed Subchapter E Phase II amendments, other recent downtown motor vehicle parking requirement amendments, and through the lens of the future Land Development Code rewrite that could further refine these recommendations. The table below summarizes the current code number and description of the proposed amendment.

Current Code	Proposed Amendment
§25-1-21 Definitions	Defines "Principal Building Entrance" and "Secure." Used in the amendment to § 25-6-477 Bicycle Parking.
§25-6-477 Bicycle Parking	<ul style="list-style-type: none"><li>Clarify and/or require bicycle parking for a change in land use if new land use requires more parking than former land use.</li><li>Clarifies the requirements for the location of bicycle parking from "as convenient as that of motor vehicle parking," to 50 ft. or less from principal building entrance.</li><li>Allows for bicycle parking within a building and in a covered garage.</li></ul>
§25-6-472 Parking Facility Standards	Clarifies that showers, related changing areas, and bicycle storage rooms do not count in the floor area calculation used for off-site parking requirements.
§ 25-2-474 Required Findings	For Board of Adjustment variance, clarifies that a variance to a motor vehicle parking requirement(s) does not apply to bicycle parking requirement and that bicycle parking shall be calculated using the pre-variance motor vehicle parking number. Bicycle parking reductions are still then done administratively through an existing established waiver process.
§25-6-478 Reduced Parking in Certain Geographic Areas	Clarifies that any reduction of auto parking spaces does not affect number of bicycle parking spaces required – i.e. number of bicycle parking spaces should be calculated before reductions taken. Allows for motor vehicle parking reductions over 40% of standard requirement when bicycle related reductions per this section are used and with approval by the appropriate Land Use Commission. All parking reduction options in Subchapter E are proposed to be moved to this new section and apply

	within the urban core (and will be removed with the Subchapter E amendment process currently underway). By this amendment all motor vehicle parking reduction options and incentives will be located in one place within the City Code.
§ 25-6-474 Parking Facilities for Persons w/Disabilities	Includes bicycle parking requirements as a consideration when modifying parking requirements for an existing site to meet Uniform Building Code and/or the ADA.
§ 25-6-476 Parking for Mixed Use Developments	Includes bicycle parking requirements as a consideration when modifying parking requirements under this section.
§ 25-6-591 Parking Provisions for Development in the Central Business District (CBD) and a Downtown Mixed Use (DMU) Zoning District	<p>Since the initiation of this Code Amendment, there has been further policy direction to eliminate parking requirements for CBD/DMU zoned properties (but still require bicycle parking at the pre-elimination number); should that ordinance not pass, the following modification related to bicycle parking is proposed:</p> <p>Require at least one bicycle rack (2 spaces) for uses in the CBD/DMU that is less than 6,000 square feet and/or for Historic Landmark properties.</p> <p>Although motor vehicle parking spaces may be reduced for uses in CBD/DMU, bicycle parking space requirements shall be calculated prior to any reductions for motor vehicle parking.</p> <p>If motor vehicle parking spaces are increased, so too shall bicycle parking spaces.</p>
Amend other sections as applicable (i.e. Subchapter E, Article 4, 4.3.3, E.3, TOD, etc.)	These proposed amendments will be coordinated with the current Subchapter E proposed amendments and CBD/DMU parking reduction/elimination directive. Currently staff proposes to place all parking reduction options in one place in the Code, 25-6-478.
§ 25-6-656 (New Code Section)	Create a Bicycle Parking Fund option to the provision of bicycle parking with new development, where appropriate, to provide revenue to sustain the City's Bicycle Parking Program (which provides bicycle parking in the public right-of-way).

# Bicycle Parking Code Amendments

Proposed Amendments to Chapter  
25 of the Land Development Code



**IMAGINEAUSTON**  
Vibrant. Livable. Connected.



*Your Department with a Heart!*

C2/4

# Bicycle Parking Code Amendment Timeline

- September 2011 – Planning Commission Directed Staff to Initiate Code Amendment
- October 2011 / April 2012 – Staff Research
- June 2012 – Image Austin Adopted
- June 2012 / July 2012 – Inter-Departmental Review
- June 2012 / April 2013 – Boards and Commissions / Stakeholder Input
- May 2013 – City Council



Your Department with a Heart!

C2/3

# Image Austin Implementation

- LUT P28 – “...revisions to parking regulations to ensure they balance the needs of various transportation options...”
- LUT P32 – “Assure that new development is walkable and bikable...”
- LUT A5 – “Create a regulatory environment to promote...compact walkable places by: Revising parking requirements that...promote walking, biking, and transit;”
- LUT A11 – “Develop land use and transportation...regulations that promote the development of projects that promote more active...lifestyles, such as...bicycle parking, showers within office building...”



Your Department with a Heart!

# Proposed Bicycle Parking Code Amendments

- § 25-1-21 Definitions
- § 25-6-477 Bicycle Parking
- § 25-6-472 Parking Facility Standards
- § 25-2-474 Required Findings
- § 25-6-478 Motor Vehicle Parking Reductions General
- § 25-6-474 Parking Facilities for Persons with Disabilities
- § 25-6-476 Parking for Mixed Use Developments
- § 25-6-591 Parking Provisions for Development in the Central Business District (CBD) and the Downtown Mixed Use (DMU) and Public (P) Zoning Districts
- § 25-6-656 Bicycle Parking Fund

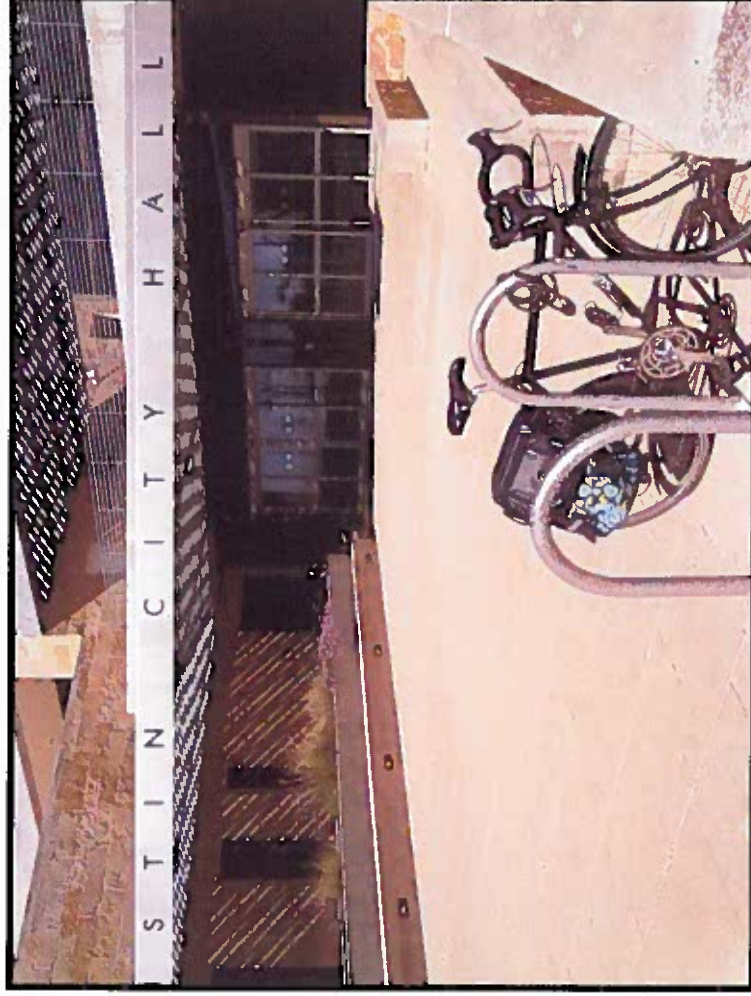


*Your Department with a Heart!*

## § 25-1-21 Definitions

### Objective

Add definitions for terms used in § 25-6-477 Bicycle Parking



C2/8

Your Department with a Heart!



## § 25-6-477 Bicycle Parking

### Objective

Provides improved guidance for the location bicycle parking.



Your Department with a Heart!

## § 25-6-472 Parking Facility Standards

### Objective

Provides an incentive to provide shower facilities and indoor bicycle storage rooms by removing them from the gross floor area calculation.



C2/10

Your Department with a Heart!



## § 25-2-474 Required Findings

### Objective

Requires consideration of bicycle parking when applying for and providing variances to reductions in required motor vehicle parking.



*Your Department with a Heart!*

# § 25-6-478 Reduction of Motor Vehicle Parking in Certain Geographical Areas

## Objective

Places all motor vehicle reduction options in one place within the Code and adds additional incentives. Allows reductions over 40% under certain conditions.

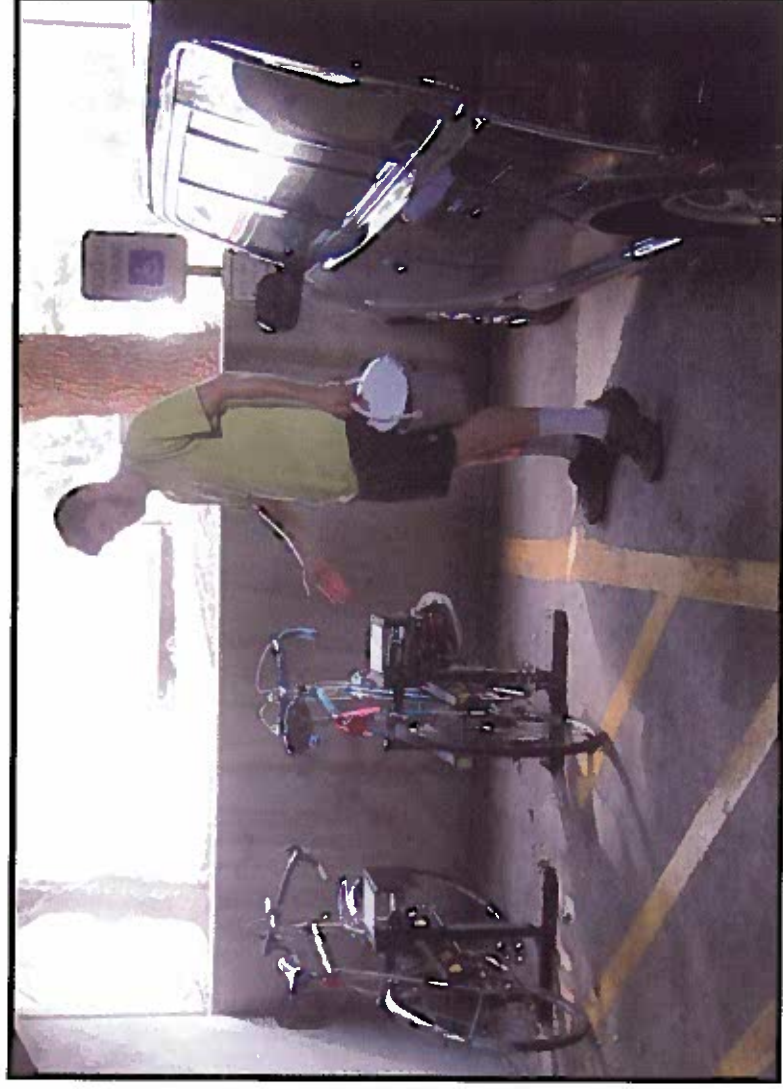


Your Department with a Heart!

## § 25-6-474 Parking Facilities for Persons with Disabilities

### Objective

Requires consideration of bicycle parking when applying for and providing variances and waivers.



Your Department with a Heart!

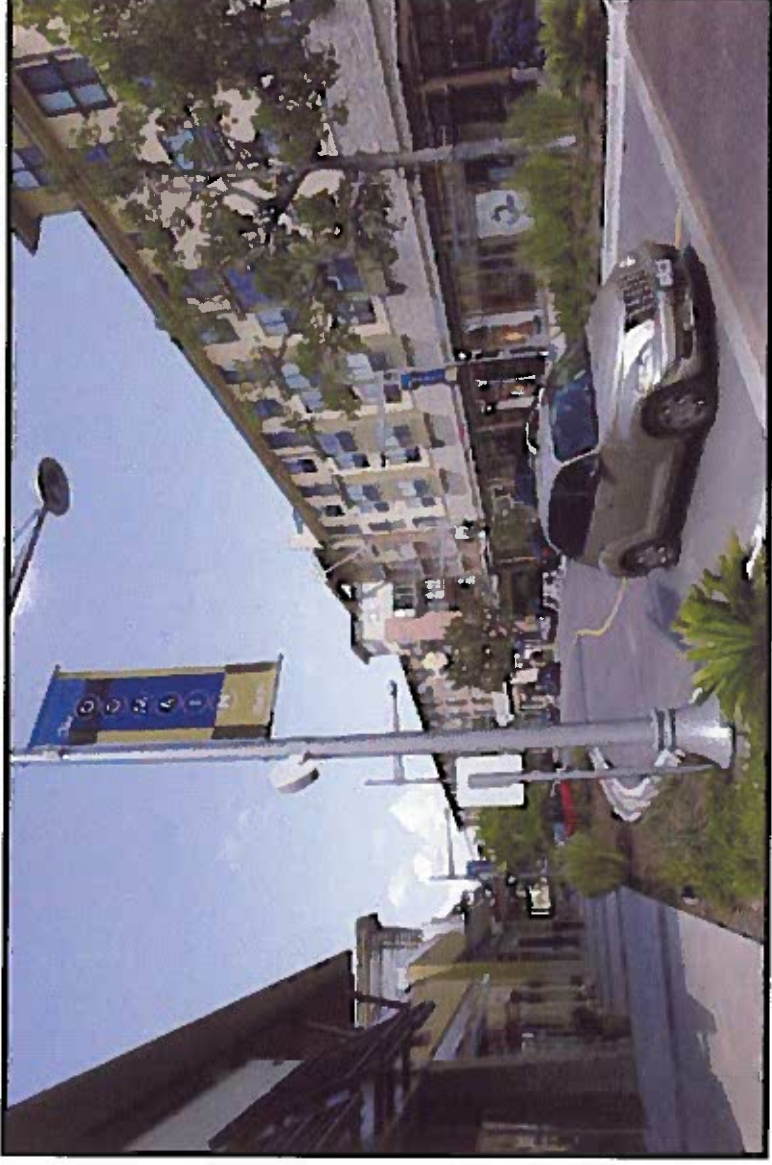
C2/13



## § 25-6-476 Parking for Mixed Use Developments

### Objective

Requires consideration of bicycle parking when creating mixed use developments.

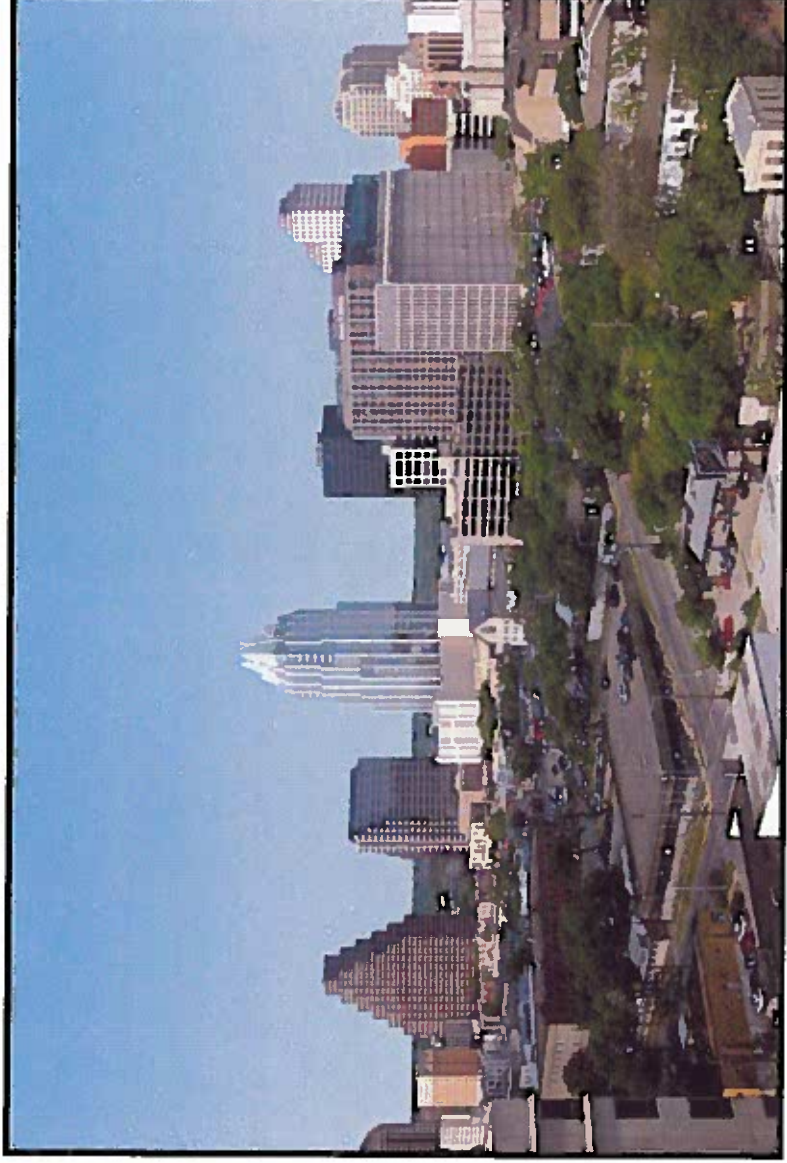


*Your Department with a Heart!*

# § 25-6-591 Parking Provisions for Development in the CBD, DMU, and Public Zoning Districts

## Objective

Requires at least 1 bicycle rack (2 bicycle parking spaces) for properties currently exempt from motor vehicle parking requirements.

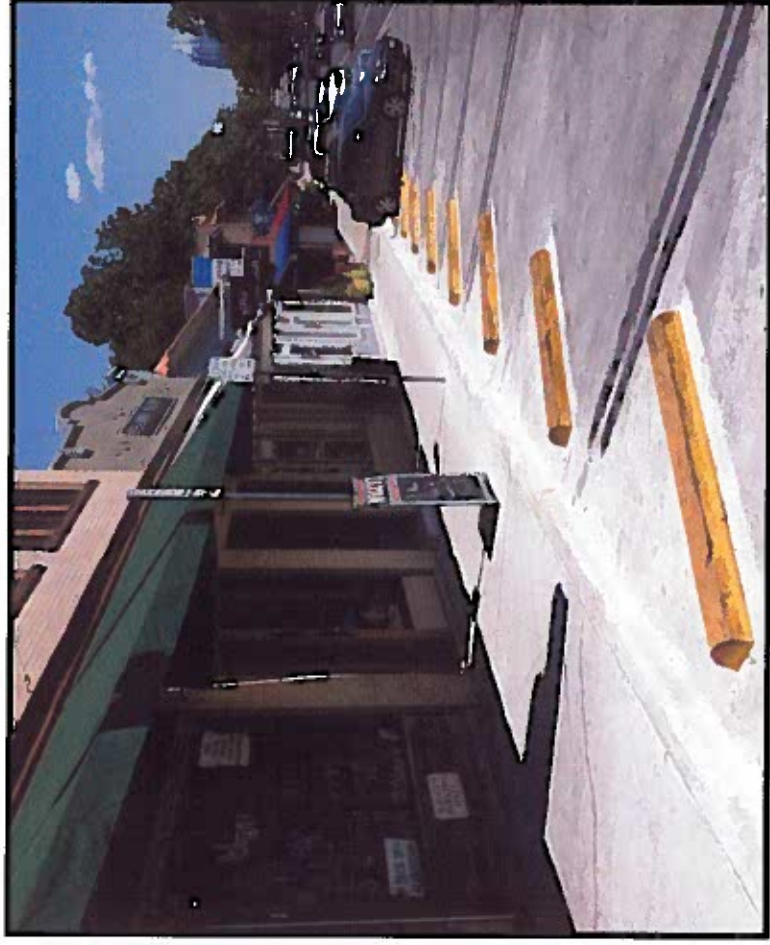


*Your Department with a Heart!*

## § 25-6-656 Bicycle Parking Fund

### Objective

Assure adequate bicycle parking is provided with all private development either on site or by payment into a fund to allow the City to provide bicycle parking in the area in public right of way.

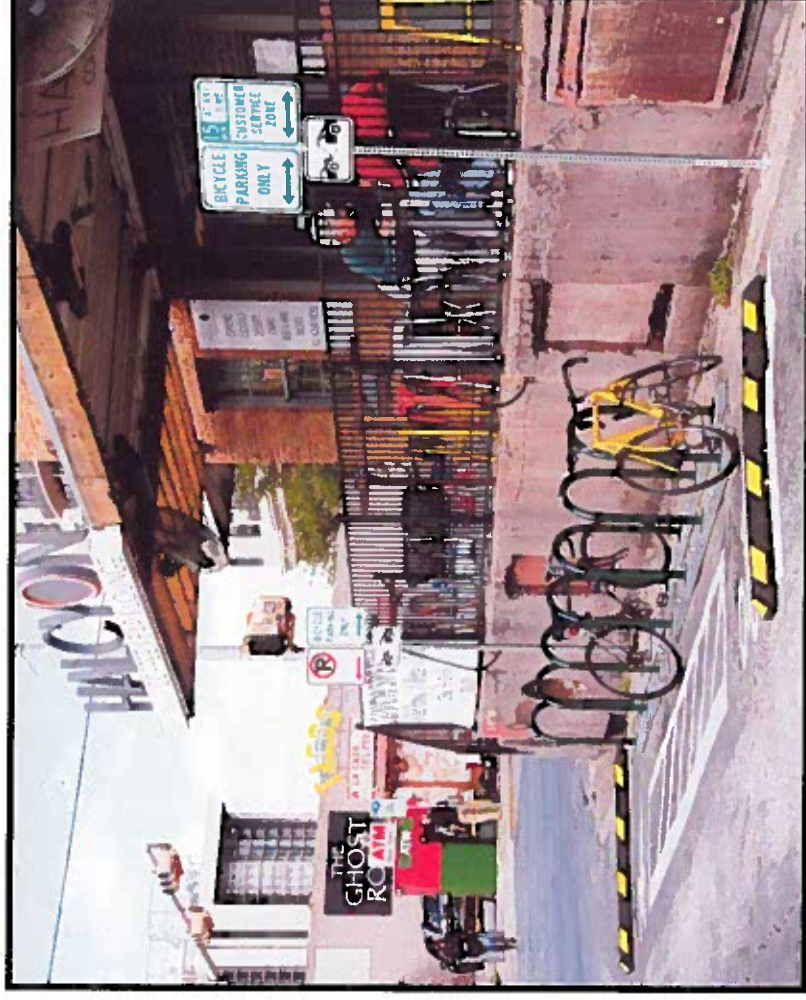


*Your Department with a Heart!*



# Bicycle Parking Code Amendments

QUESTIONS?



*Your Department with a Heart!*